



To-day's  
Advertisements.

GOVERNMENT NOTIFICATION.  
No. 445.

THE following Particulars of Sale of Crown Land by Public Auction to be held at the Offices of the Public Works Department, on MONDAY, the 21st day of August, 1890, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.  
Hongkong, 5th August, 1890. [1027a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 21st day of August, 1890, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF LOTS.

No. of Sale.	Registration No.	Boundary Measurements.	Annual Rent.	Upset Price.
1	997	Yau Ma Tei (new Police Station)	50	50
2	998	do	47.50	75.00
3	999	do	18.00	8.50
4	1000	do	18.00	6.50

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"SUNGKIAN," Captain Dodd, will be despatched as above TO-MORROW, the 15th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1890. [1021a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship  
"WHAMPOA," Captain Sails, will be despatched as above on WEDNESDAY, the 16th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1890. [1028a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"GUTHRIE," Captain MacArthur, will be despatched as above on THURSDAY, the 17th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th August, 1890. [1013a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship  
"DIAMANTE," Captain G. A. Taylor, will be despatched for the above port, on FRIDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEW, TOME & Co., General Managers.

Hongkong, 14th August, 1890. [1023a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship  
"WUHU," Captain Benson, will be despatched as above on SATURDAY, the 19th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1890. [1031a]

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship  
"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 20th instant, at daylight.

For Freight or Passage, apply to MITSUI-BYSSON KAISHA, Agents.

Hongkong, 14th August, 1890. [1026a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW.

THE Company's Steamship  
"CHINCTU," Captain Williams, will be despatched above on FRIDAY, the 21st instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1890. [1028a]

To-day's  
Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Wan Chai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 14th August, 1890. [1029a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1890. [15]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

BY CASE.

BY BOTTLE.

BY GLASS.

BY CORDIAL.

BY JUG.

BY BOTTLE

colonial policy. Though to some sentimentalists such an economic struggle may seem wicked, there can be no dispute that it is far less barbarous and cause far less suffering than actual war. If France is driven to the wall, it will be mainly through her own fault, because she has failed to secure clean and upright administration and because she has pledged her soul to schemes of aggression. It is perfectly certain that no Power wishes to attack her, and that she and Russia are precisely the two States which could, with the most perfect security, relax their armaments.

When we hear these colossal armaments attacked as wholly wrong and harmful, it would be well to remember that there is another side to this view. "Civilization," said Napoleon, "does everything for the mind and nothing for the body." Compulsion service counteracts to a great degree the mischief. It cannot be denied that in England, with our overfed education, developing the intellect and neglecting the character and the body, the results have not been altogether satisfactory. Our streets are full of stunted men; there does seem some real danger that the future may witness the realization of the Japanese caricature, which represents a band of dwarfs like sickly Englishmen performing for the benefit of a crowd of hulky Japanese, German, Russians, and Frenchmen. No point has attracted so much attention as the improvement wrought in a very few years by military service in Japan. Says Mr. Lefebvre Heam, a very acute observer, "Physically, I think the Japanese will become before the close of the next century, much superior to what they are now. The systematic military and gymnastic training of the able-bodied youth of the Empire ought, in a few generations, to produce results as marked as those of the military system in Germany—increase in stature, in average girth of chest, and in muscular development." Lord Charles Beresford, a more recent observer, tells us, "The remarkable increase of the physical development of the men who serve in the army is worthy of notice. It was so apparent that I questioned the officers as to the reason. If we are still to cling to the old ideal of *mens sana in corpore sano*, it would seem that here militarism is really doing good service. Nor can the fact be overlooked that for England, with her immense urban and small rural population, some such physical training would be of peculiar importance and value. The *Spectator*, criticising a former article of mine, has asserted that just as good soldiers and sailors come from the towns as from the country. Yet it is notorious that our finest force, physically, the Metropolitan Police, is almost entirely recruited from the country; and any naval officer would explain that country-born lads are preferred for the navy.

**THE DRILLED ARTISAN.**  
Morally, militarism is not the corroding influence which is pictured to be. *Sous-Offs* and *Bribes* may be correct pictures of the drosses of the French army, though even that I doubt; but if so, with men such as the forgers of the French General staff as the head of that army, what are we to expect? Is it not at length possible that the nation is rotten and has produced an army which corrupts instead of educates? Von der Goltz's saying seems to gain a new force. It may be that France, in copying Germany, has not adopted the system which she needs. But in the Germany of to-day the idea of reducing men to brute machines has been abandoned. Efforts are made to develop their intelligence and will-power and already the consequences are beginning to be seen in German industry. The iron trades delegates who, some years ago, inspected German workshops, were greatly struck by the order, obedience, and discipline which prevailed among the men. Dr. Ingels, in his address to the Institute of Marine Engineers last January, urged that "the discipline, undergone, by young Germans in the army has a powerful influence, since it produces habits of order and respect." To these opinions we may add the testimony of a competent German authority on sanitation. Professor Jager writes: "That the States which have devoted attention to the rapid development of national military training have not, as had been predicted, ruined themselves, but advanced at a stupendous rate, is a fact known to all." Nor is this phenomenon unnatural; for military training promotes health, and health is living capital.

More important still is the strengthening of the nerves, attendant upon such service. The man with a military training is much more alert, quicker to decide and quicker to act, than the person who lacks such schooling. All this increases his capacity for work, and gives him an advantage, intellectual, as well as physical, over the *State cripes* (the man who has for some defect been rejected from service). This is in thorough accord with the fact that the expectation of life in Germany is steadily rising.

If there is anything in the evolutionary theory of politics and organic life, it does look as though the immense army, which averts war and improves the nation's health, were the natural antidote to the strain of modern life, and as though the powers which do not thus train their youth would suffer. I have said nothing of the work which armament does in preventing war and guarding the national life, as this is quite obvious. Are we sure that progress lies in abolishing this practical training for the body and the nerves?

British Columbia Legislature went to re-enact legislation omitting the restriction against Japanese; such legislation would not be disallowed, but so long as the Legislature chose to restrict both together, he would appeal to members of the Dominion House to support the Imperial policy of not dealing hastily with Japanese subjects.

### THE LATEST SENSATION IN THE DREYFUS CASE.

(The "Scotsman" July 13th.)

Probably few people in this country who have read recent statements as to the tortures to which Captain Dreyfus was subjected during his imprisonment would be disposed to place full faith in them. There has been so much exaggeration and falsehood in connection with the whole Dreyfus affair that the revolting tales must have seemed incredible. We are so often asked to look upon France as the embodiment of the highest humanity and the instructor of Europe in civilisation that the natural instinct is to refuse to believe in the perpetration in this the end of the nineteenth century of cruelties that recall the worst days of the Spanish Inquisition. Yet here to-day we have the melancholy and startling confession of M. Lebon, the Minister of the Colonies, who was responsible for Dreyfus' custody in the Devil's Isle, that the charges brought against him are substantially true. The charges were made in part anonymously, but M. Lebon's explanation has been made in answer to the letter from the eminent Member of the Institute, M. Louis Hervé, which the *Figaro* published a few days ago. What were the charges? Among others that Dreyfus on arrival in Guiana had been kept four days in the bottom of the hold at a temperature of 113 degrees Fahrenheit; that he had been denied bread and water for a month; that the cage, in which he had been confined like a wild beast, had been surrounded by a high palisade only 13 inches from the bars, thus shutting out light and view and fresh air. Less important people magnified these charges. Foul food, foul air, foul treatment of every sort brought on faints and fevers, till the survival of the prisoner was a miracle. His letters were intercepted, till he thought himself abandoned even by his own family. Of the awful physical torture of the iron, M. Lebon writes thus—

"Du Paty de Clam had conjectured the Weyler forgery in the hope, which was not mistaken, of rendering more rigorous the treatment of Dreyfus. For Du Paty de Clam, like the others, had need of the death of the condemned man. The *Libre Parole* indulged in menaces and spoke of attempts at escape, when, terrified, wished to avert the attacks of the Anti-Semites, and gave orders to put Dreyfus in iron. When the telegram was received the little forge of the Ile du Diable was lighted, and they undertook to manufacture as well as they could the instrument of torture. On the very first day the ankles, swollen by the pressure of the iron, became lacerated. A sore formed, sanious, putrid, and surrounded by a circle of inflammation. Was it necessary for so little to cease the torture? The idea did not occur to any one. The sufferer, stoical, not complaining, but extending to the executioners his tortured legs, asked to be told at least the reason for this new torture. No reply. For two whole months every morning the irons, stained with blood, were taken off to leave exposed the terrible wounds. Then the sons were dressed, to form the beginning of the scab which it was proposed to destroy in the evening. And, indeed, it was. When the sun had set the irons were once again screwed to the bleeding flesh, and the scab formed during the day served only by its cracks to render all the keener the pain which banished sleep."

Now that "the torturer Lebon" has been compelled to reply, his reply is practically a confession. He explains that in September 1896 there were reports that an American vessel was on its way to rescue Dreyfus, and "one of the warders" expressed anxiety as to the possibility of the prisoner's escape. M. Lebon admits he took alarm. Accordingly he telegraphed ordering Dreyfus to be detained within a hut "in double night irons," and the hut to be "surrounded by a palisade, between which and the hut a sentry was to be stationed." The irons were to be removed when the palisade was completed; but the explanation goes on, "the building of the palisade took longer than was expected." The correspondence of Dreyfus was interfered with because of "irregularities." M. Lebon protests that the revisionist campaign had not begun when he ordered these things, that everyone believed Dreyfus to be guilty, and that he only did his duty as Colonial Minister. His feeble apology in answer to the charge of having sanctioned inhuman cruelty is the latest "sensation" to which the Dreyfus case has given rise. No doubt there are more yet to come. But it is difficult to believe that there remains behind anything more discreditable to French administration than these revelations about Dreyfus's treatment in the Devil's Isle.

### SIR WILFRED LAURIE ON JAPANESE IMMIGRATION.

OWA, 7th July.—Some time ago the Dominion Government disallowed the Act of the British Columbia Legislature prohibiting the immigration into the Province of Japanese and Chinese. The Provincial Legislature has also passed fourteen bills granting charters to various companies, each bill containing a clause preventing the employment of Japanese and Chinese. These measures are now before the Government here, awaiting the sanction of the Governor in Council, which has so far been withheld. In the Dominion House of Commons to-day, Colonel Prior, member for Victoria (B.C.) urged the Government not to disallow the Pacific coast of Guatemala respectively, in connection with the depreciation of the country's bonds, a large proportion of which is held by British and German firms or subjects. It was reported that two vessels of each nation would take part in the demonstration, one at each port.

WASHINGTON, July 7th.—The French consul at Manila has sent to his Government a dispatch containing a long list of enterprises which Americans are establishing in the Archipelago, and warns his own people that they must be up and doing unless they want to be left far in the rear. He says—

"The appearance of Manila is destined to change in a short time. The introduction of a new and powerful factor in the commercial problem of this country will compel Spanish merchants to close their houses, or to entirely change their business methods. American competition has commenced, in fact, to assume alarming proportions."

"The English and German merchants, formerly masters in this colony, watch with keen interest the events now in progress and await with undisguised impatience the domination of the struggle between the Americans and the insurgents, that they may discern the turn that things will take. No one, however, doubts that a strong alliance, about to arise, will bring together, past enemies of infants and the aged, under their honest banner."

"Many of the wealthy people, mixed breeds and Indians, have left Hongkong for suspended business and their expenditures and style of living will be reduced in the future. The value of the market as an important centre will diminish, and will be more than ever necessary for the Spanish merchants to steady their

interests in this market by depending upon consul reports, but by sealing commercial travellers here to investigate special lines of business. It is probable that under the enterprising and energetic methods of American business men, a new and richer market will soon be opened on these islands, both in imports and exports.—*New York Commercial*.

**THE LATEST SENSATION IN THE DREYFUS CASE.**

(The "Scotsman" July 13th.)

Writing on 10th ultimo to the *Morning Post*, Admiral F. A. Clos says— "I consider it the duty of everyone, whether he be a sailor or not, to throw any light it may be within his knowledge on the late disastrous wrecks of passenger steamers. I have waited for the report of the Captain of the *Paris*, who confesses his inability to account for his situation thirty miles out of his course. Let me quote from a pocket *Channel Pilotage*, containing twenty charts of the Channel, and which has always been my companion and saved one of her Majesty's ships under my command:

"The North-West stream (called the In-draft of the Bristol Channel) runs at two miles per hour. As an instance, her Majesty's ship *Piggy* shaped her course to pass forty miles to the South of the Scilly Isles, and in twenty-four hours found herself among the rocks, and observed another ship in the same danger, from which she escaped by a miracle, the surf from the rocks breaking against the ship."

The tide or current caused by the rise and fall in the Bristol Channel is phenomenal and almost unparalleled, a danger greatly increased in a South-West wind, which shipmasters do not recognise, and which somewhat surprised the Channel Fleet of guard ships last Autumn in the Bristol Channel, her Majesty's ships being more conversant with foreign ports than with British ports. I am of opinion that the currents which are marked on the Admiralty charts should be marked in red ink, so that the attention of sailing masters might be called to danger from which not only merchant ships, but many of her Majesty's ships, have suffered total loss."

Now come word as to the wreck of the *Stella*, with its terrible loss of life. Counsel, pleading at the trial in favour of the Captain, said the steam-whistle was constantly going. In my professional opinion, if there had been no steam whistle on board the *Stella* she would not have been lost. Any one who has taken passage on board a merchant steamer, must have experienced the deafening roar of the steam-whistle, which in this case prevented the siren on the *Casques* being heard. I had occasion quite recently to protest in the Bristol Press against the excessive use of the steam-whistle by pilots and ship masters, concluding with the remark that a short note, which can be heard for miles, is more serviceable than a long scream which prevents you hearing anything.

Nevertheless, out of evil some good has been derived, for we find that, on account of the circumstances in which the *China* was wrecked and nearly lost, the P. and O. Company have forbidden their officers to continue on board those social meetings which, before, had existed between officers and passengers. There is no more necessity for the Captain of a passenger-ship to preside at the dinner table than for a hotel-keeper to do the same in his hotel. The Captains of her Majesty's ships dine alone, so their minds are not distracted from their duty. The sooner this rule becomes general the better it will be for the Insurance Companies and the passengers. The navigating officer, as in the Royal Navy, should give the course to the Captain for his approval, and it is his duty to advise the Captain if he sees the ship being run into danger. How this officer should be afraid to advise the Captain, as I have seen stated, is a fear that does not exist in the Royal Navy. The travelling public are deeply interested in this subject, which must be my excuse for trespassing on your space.

### SHIPPING REPORTS.

Captain Bennett, R.N.R., of the steamship *Nashua*, from Bombay, reports—Fine weather throughout.

The steamship *Tao Maru*, Captain Frater, spoke the British 4-masted barque *Doubrout* in Lat. 26° 25' N., Long. 122° 40' E., wished to be reported "all well."

Captain Crawford, of the steamship *Irene*, from Shanghai, reports—Moderate S.W. monsoon to Brinker Point, from thence to port variable winds and rain.

Captain Benson of the steamship *Witku*, from Tientsin, reports—Moderate Southerly winds, head sea and fine weather from Chefoo to Finken Pt. from thence to Port, light variable winds and heavy rain.

Captain Kirchner of the steamship *Hohenzollern*, from Yokohama reports—Left Yokohama the 4th of August 10 a.m. and arrived at Kobe the 5th of August 3 p.m. Got during the voyage strong S.W. winds, with high S.E. swell. Left Kobe the 8th of August 10 a.m. and arrived at Nagasaki the same day at 1 p.m. During the voyage the fine weather.

The Grand Duke was that of a confirmed invalid. After trying the climate of Northern Africa, he settled at Abbas Tuman, in the Caucasus, from which place his death is now announced. The Grand Duke was nominally chief of the Horse Artillery of the Guards, Alaman of the Don Cossacks, chief of the Cossacks of the Ural, and of the litskij Regiment of Infantry, but his real career was that of a naval officer, and in that career he might have gained real distinction. Of his personal qualities all who had the privilege of coming in contact with him must speak with the greatest admiration and sympathy. By his death his brother Michael Alexandrovitch, born at S. Petersburg December 4, 1878, becomes Heir Apparent to the Throne.

### ANGLO-GERMAN NAVAL DEMONSTRATION.

NEW ORLEANS, July 8th.—The *Picayune* publishes the following:—A passenger who has arrived from Guatemala reports a rumour of an expected demonstration by British and German warships at Puerto Barrios and San Jose, on the Atlantic and Pacific coasts of Guatemala respectively, in connection with the depreciation of the country's bonds, a large proportion of which is held by British and German firms or subjects. It was reported that two vessels of each nation would take part in the demonstration, one at each port.

WASHINGTON, July 12th.—The American Minister to Guatemala telegraphs that the President of the Republic has extended until November the time within which creditors may present their accounts against the Government for conversion into bonds.—Reuter.

### BLACKMAILING WITH BACILLI.

The Vienna correspondent of the *Morning Post* writing under date 10th July says:—A blackmailing case with a humorous aspect is occupying the attention of the Criminal Courts at Gratz. An elderly lady of great wealth one day received a letter saying that she did not send the sum of 10,000/- in small bank notes to a given address; the writer would "work a fearful revenge" by opening in her room a bottle containing the bacilli of various infectious diseases, which would "certainly" cause her death. The lady appealed to the police who discovered the would-be blackmailer.

Colin Campbell, Lord Clyde, died. Steamer *Madras* lost of Malibow Island. Suicide of Dr. Forbes, of the *Mersey*. Collapse of the grandstand of No. 15, Praya Central; one person injured.

Editor *Abolitionist* speaks and bows and arrows in the Chinese Army.

### ANNUIVERSARIES.

1801—Tong-wi-ki taken by the British.

1824—Colin Campbell, Lord Clyde, died.

1837—Steamer *Madras* lost of Malibow Island.

1847—Suicide of Dr. Forbes, of the *Mersey*.

1851—Collapse of the grandstand of No. 15, Praya Central; one person injured.

1864—Editor *Abolitionist* speaks and bows and arrows in the Chinese Army.

### CLEARANCES AT THE HARBOUR OFFICE.

1867—British str. for Canton.

1870—British str. for Wuchow.

1873—British str. for Manila.

1876—British str. for Singapore.

1879—British str. for Kobe.

1882—British str. for Wuchow.

1885—British str. for Shanghai.

1888—British str. for Hongkong.

1891—British str. for Manila.

1894—British str. for Singapore.

1897—British str. for Hongkong.

1898—British str. for Manila.

1899—British str. for Singapore.

1900—British str. for Hongkong.

1901—British str. for Manila.

1902—British str. for Singapore.

1903—British str. for Hongkong.

1904—British str. for Manila.

1905—British str. for Singapore.

1906—British str. for Hongkong.

1907—British str. for Manila.

1908—British str. for Singapore.

1909—British str. for Hongkong.

1910—British str. for Manila.

1911—British str. for Singapore.

1912—British str. for Hongkong.

1913—British str. for Manila.

1914—British str. for Singapore.

1915—British str. for Hongkong.

1916—British str. for Manila.

1917—British str. for Singapore.

1918—British str. for Hongkong.

1919—British str. for Manila.

## Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
TOGA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG and COLOMBO	TUESDAY, 15th August, at 4 P.M.	
SADO MARU	KOBE and YOKOHAMA	THURSDAY, 17th August, at Noon.	
*IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE and YOKOHAMA	THURSDAY, 24th August, at 4 P.M.	
M. J. CURROW	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 24th August, at 4 P.M.	
HITACHI MARU	KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
J. B. MURRAY	NAGASAKI, KOBE and YOKO-	SATURDAY, 26th August, at 4 P.M.	
KASUGA MARU	HAMA		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

[6]

Hongkong, 14th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)STEAM FOR  
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,  
LEGHORN AND GENOA.  
(DIRECT WITHOUT TRANSHIPMENT).

Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE..... Pizarello..... 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &amp;c., apply to

CARLOWITZ & CO.,  
Agents.

[731]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

[1399]

Hongkong, 9th December, 1898.

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it, your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China.—WATKINS &amp; CO., Hongkong.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL  
NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AILMENTS.ANNUAL SALE SIX MILLION BOXES  
10 Cents per box.Prepared only by the Proprietor  
THOMAS BEECHAM, S. Helens, England.SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA.—WATKINS & CO.,  
APOTHECARY'S HALL, 6, Queen's Road  
Central, Hongkong.SIEN TING,  
SURGEON DENTIST,  
10, JAGUILAN STREET,  
HONGKONG, 14th September, 1898.SERVALLO'S  
FERRUGINOUS QUININETHE GREAT AUSTRIAN TONIC  
OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its  
great STRENGTH-GIVING PROPERTIES and at  
the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong.

A. S. WATSON &amp; CO.

Hongkong, 1st September, 1898.

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Hongkong, 1st September, 1898.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

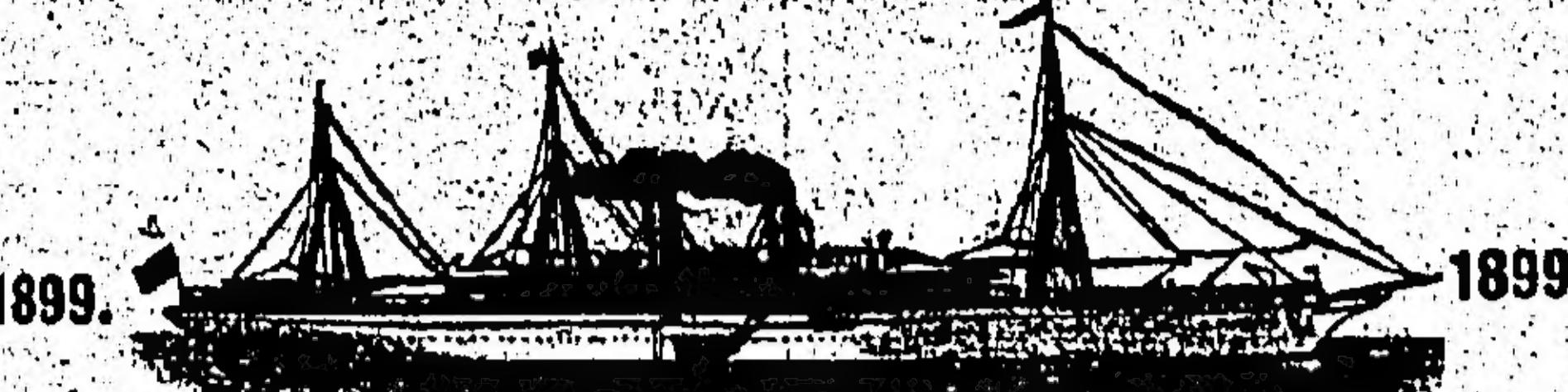
ICE HOUSE, HONGKONG.

I am in a position, in all my studios, to  
make Photographic and Drawing  
in the Colony or in any part of the world.

GROUPS AND VIEWS

ASPECTS.

TOP FLOOR, ICE HOUSE, HONGKONG.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1899.

## Bills.

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## BY THE MAIL.

(From Home Papers.)

## The Alaska Boundary.

OTTAWA, July 11th.  
Sir Wilfrid Laurier, the Premier, to-day announced that Canada will protest strongly against the occupation of Pyramid Harbour by American forces pending the settlement of the Alaskan boundary question.—*Reuter.*NEW YORK, July 12th.  
Messrs. Steele, of Indiana, Hull, of Iowa, and Payne, of New York, all members of the House of Representatives, have returned from a visit to the chief disputed points on the Alaska boundary. Mr. Steele says:—“I do not believe that the United States and Great Britain will come to blows over the matter. At the same time, I should not be inclined to surrender a foot of the disputed territory. I am sure that Congress will not give way.”Mr. Hull adds:—“We have nothing to concede to Great Britain in a territorial way. We shall not accept anything less than the territory accorded under the original treaty.” Mr. Payne declined to discuss the subject.—*Reuter.*Electioneering Scenes in Ohio.  
Exciting scenes were witnessed at the Democratic Senatorial Convention at Cleveland, Ohio, on 13th ulto. (says the *Central News*). After a hot discussion, a free fight took place. One delegate was hurled from the platform and badly injured, another was attacked with a knife, but managed to escape, while black eyes were plentiful. Mr. Campbell, ex-Governor of Ohio, was wounded on the platform.French and British Bluejackets.  
HALIFAX, July 12th.A dispatch received here from Sydney, Cape Breton, where a big regatta open-to-day, states that the naval races arranged between crews from British and French warships have been declared off, the British sailors refusing to associate themselves with the French. The dispatch adds that the French cruiser *Ist* has been suddenly ordered to return to the French shore of Newfoundland. She will leave this morning.—*Reuter.*

Split Among French Socialists.

A Paris telegram states that a serious split has occurred in the Socialist party. Some months ago a Central Committee had been formed that gave the various groups at least a semblance of cohesion; but M. Millerand's entrance into the Cabinet set the uncompromising section and the Opportunist section at loggerheads. A successful campaign has been going on since in the provinces, and the *Journal du Peuple* publishes a manifesto addressed to “Socialist and Lubouring France,” by three groups of Socialists affiliated to the Central Committee. The manifesto is signed by twenty-three Deputies, including M. Vaillant, Chauvelin, Dejeante, Groussier, Marcel Sembat, and Jules Guesde, and by a number of Paris Municipal Councillors. The split, therefore, is a serious one. The malcontents had an easy task in drawing up their protest. They had only to take the former declarations of M. Millerand and M. Jaurès denouncing “sham Socialist policies made up of compromises and deviations that certain self-styled Socialists are trying to substitute for a revolutionary class policy,” or another declaring that “the Socialist party cannot become a Ministerial party without committing suicide.”It is rather piquant to find the very argument of the Socialist shepherds now turned against themselves by part of their unruly flock. M. Laval, in the coming trouble, has been eloquently preaching union in his journal *La Petit République* during the last few days, and arguing that it would be “un-socialistic to cause a split without holding a congress to regulate officially the relations between the revolutionary and socialist working classes and Bourgeois society.” But he has been preaching in the desert. The uncertain point is whether the split will weaken or strengthen French Socialism; taken as a whole, some think that, now the Socialists are able to offer the option of joining a Ministerial party, or a purely revolutionary party, they will gain more recruits than ever.M. Beaurepaire.  
M. Quesnay de Beaurepaire has made up his mind that no second “Karl” shall stoop him again. A Scarecrow now goes through his letters for him, and disposes, on his own responsibility, of such of them as do not appear to contain unimpeachable proofs of the guilt of Dreyfus. The *Times* correspondent is unkind enough to go further, and to recommend the ex-judge to keep a specialist in brain disease handy to protect him from his own hallucinations. There will be good sport at Rennes, in the dog days, if the Court-martial allows M. de Beaurepaire to intervene. M. Cornely, in the *Figaro*, declares that he hopes the permission will be given, in order that there may be no excuse for any “general paralytic,” who are not to be confounded with paralytic Generals, to assert that Dreyfus has been acquitted by order. At the same time, M. Cornely warns M. de Beaurepaire that his zeal is less likely to lead to the condemnation of Dreyfus than to that of General Mercier. Which is extremely probable.The Release of General Giletti.  
ROME, July 10th.The pardon accorded General Giletti has caused an excellent impression in official circles, and is regarded as a fresh proof of the friendly relations existing between Italy and France. The majority of newspapers consider that the step taken by President Loubet shows the desire of the French Government to be on the best possible terms with the Italian Government. The opinion is generally expressed here that the Emperor William's visit to the *Teplitz* and the decision as regards General Giletti are symptoms of a friendly attitude, the continuance of European peace. The *Figaro*, commenting on General Giletti's release and on the exchange of telegrams between the German Emperor and President Loubet, dwells on the importance of the two incidents, coming as they do on the eve of the twentieth century, as the prelude to a solid and lasting peace. It is stated that General Giletti, on his arrival at Placentia, will be placed under close arrest.

PARIS, July 10th.

A telegram from Nice states that General Giletti in San Giuseppe is proceeding to Genoa. He was accompanied to the station by his son, where he has been conducting the reconstruction of the railway route from Burma to the Yangtze.

A Betrothal.  
A marriage has been arranged between Colonel J. C. Dillon, Royal Artillery, Assistant Military Secretary, Army Headquarters, and Mary Caroline, youngest daughter of Lieutenant-General G. Digby Barret, C.B., of Clare Priory, Suffolk, Governor and Commander-in-Chief of Bermuda.A Deal Out of the Dreyfus Case.  
According to the *Figaro*, reports Remond, correspondent, there has been a meeting between secondly appointed by General de Pellegrin and M. Daladier, the Senator in consequence of a telegram which came out of the General's inquiry into Dreyfus's conduct.

## Torturing Prisoners in Hungary.

Shockingly details are given by the Vienna correspondent of the *Daily News* of the torture applied to three men and three women by the local authorities of the town of Mosca; near Komorn, in Hungary, in order to obtain from them the confession of a robbery they had not committed. The news will be read in England with the deepest regret, for nowhere is an Englishman made more welcome than in Hungary, and no people does the traveller retain pleasanter recollections. That individuals should be savages happens in all countries, but that a Government should tolerate such acts is another matter.

It seems that when the robbery was discovered the district judge had twelve persons arrested without the slightest grounds of suspicion. Stephen Kovacs was the first examined, and as he would not confess, his hands were chained to his feet, and he was thrashed in this position with a cane on the soles of his feet and the abdomen until the cane split. Nolnar, the Secretary of the Commune, who administered this torture, then took a heavy walking stick, and struck Kovacs, while the district judge him self, with spurred boots, trampled upon his handcuffed hands. The man, however, did not confess, though the torture was prolonged. Nolnar then had spirits of wine fetched, poured on a tin plate, and set fire to it under Kovacs' naked feet, and this being of no avail, poured the burning liquid on to the man's feet. The judge then struck the poor wretch about the ears until he fainted.

When he regained consciousness, feeling that he could no longer endure his torturing pains, he confessed the theft, saying that he had buried the money under a tree. The place was searched, and the money was, of course, not found. The inquisitors therefore returned to Kovacs, and continued the torture. His hands were tied together behind his back, and he was hung up by them. He fainted, however, and was taken down, but only to be thrashed until the sticks fell from the tormentor's hands. Nolnar then took out a pocket knife and inserted the point of the blade under Kovacs' fingernails. The victim at this point fainted and fell off his seat. He had no food and no drink for four days.

The other prisoners were subjected to similar tortures. This went on until Beszteri Todt, the village smith, hearing of the infamous treatment of the prisoners, confessed that he had committed the robbery, and returned the money.

Although the facts were known six months ago, the Hungarian Government allowed all the scoundrels responsible to continue in office, and only on 13th ulto. were the judge and the secretary suspended, two other officials being dismissed. No one has been arrested. The interpellant sitting of the Reichstag held on 12th ultmo said that the judge was too bad to be hanged, and should be thrashed to death.

Chinese in British Columbia.

The Judicial Committee of the Privy Council, on 11th instant, considered an appeal from British Columbia, in which some shareholders of the Union Colliery Company sought an injunction to restrain the directors from employing Chinese immigrants either in positions of trust and responsibility, or as labourers below ground in winning the coal with pick and shovel.

An expression of opinion was quoted from Mr. Justice Drake, who originally heard and discussed the application, to the effect that Chinamen were more cautious than white miners, and then fewer accidents among them; and his lordship came to the conclusion that the real reason for the opposition to their employment was that it tended to keep down the price of white labour. The judicial committee reserved judgment.

The Situation in China.

The report that the Russian Government is anxious to raise a loan in the United States is, somewhat cynically, regarded by the *New York Journal of Commerce*, among other papers, as the natural sequel of the professions of goodwill recently forthcoming from Russian officials and publicists. The practical value of these protestations is evidenced by some consular statistics published by the Department of State, showing that the trade of the United States with China has grown at a marvellous rate everywhere except at the Northern ports. There the Russians monopolise everything, and load vessels and land cargoes as though Newchwang belonged to them, totally ignoring the Customs House. It is this kind of thing, rather than any purely diplomatic question, which might tempt America to depart from her attitude of reserve in the Far East, and stand up for the *Teplitz* rights that are being pressed.

The German Post-Office.

The German Imperial Post Office has lately made several experiments with a view to testing the rapidity of the conveyance of mails overland from Berlin to Tientsin. The result has not been entirely satisfactory.

In a few instances the mails arrived sooner by the Siberian Railway than if they had been sent by sea, but in general they reached their destination considerably later. The Russian postal authorities were frequently unable to forward the heavy German letter bags from the Chinese frontier by mounted post *via* Urga, Kalgan, and Peking to Tientsin, and generally left them to be conveyed by the slow monthly carriage service. In the meantime the experiments have been abandoned; but it is intended to resume them in the winter months.

Chinese Coins.

The interesting collection illustrating the coinage and currency of the Chinese Empire, brought home by Lord Charles Beresford from his recent mission to China, has been lent by him to the Victoria and Albert Museum, South Kensington. This collection includes a series of silver tels of various sizes, in the form of cast-ings in the rough, with a pair of scales with brass and ivory weights for estimating the value, and some fragments used as small change.

There is a set of dollars of different nationalities, which pass in China, among them being the new British dollar, coined in India. Among the copper coinage is a collection of 10,000 cash, strung together in bundles, representing £1 in English money. This exhibit has been placed in the Chinese Section in the Cross Gallery behind the Imperial Institute. The entrance to this gallery is through the Indian Section, Victoria and Albert Museum.

Alleged Prospect of a Water Famine.

The *Daily Chronicle* contains the somewhat alarming statement that London is on the eve of another water famine. The flow of the Thames, it says, is less than it has been at this period for many years, and the amount which the water companies abstract is greater than ever it has been. The resources of the companies are strained to the utmost, and there is every probability that the famine of last year will be repeated in a more acute form. The Government declared that all that was required was to pass a bill facilitating inter-communication between the companies, but this becomes useless when no company has a surplus.

There are several reasons why the famine may be expected to be worse than last year. The flow of the Thames has never been so low during May and June in any year for which records can be obtained. The average flow of the river during the last sixteen years during these two months has been about 90,000,000 gallons, in May this year it fell to an average of 60,000,000 gallons, and in June, it was so low that after the water companies had drawn their supplies only about 200,000,000 gallons had been left. Eddington, Wm. J. J. is now the company are taking half of the Thames, and the proportion which they will abstract will

increase as the season advances. The companies are called to take 10,000,000 gallons a day from the river, but during June, they took as much as 12,000,000 gallons on some days, and they are now taking more.

Pitiless Ballooning Adventure.

Two gentlemen, Mr. J. J. Schmidt, of the Embassy, and Mr. T. Croft, of the Bradford City Council, had a remarkable adventure. In a balloon on a recent Saturday, Mr. Beulah Bramhall was the aeronaut, and the balloon started in a strong wind from Bradford Moor Park, at five minutes to seven o'clock. It was being swept along the ground, Mr. Bramhall, who was standing on the edge of the basket, was caught by some bushes. Torn from his place, he fell untun among the shrubs. Relieved of his weight, the balloon shot upwards, and Mr. Schmidt and Mr. Croft at once perceived the danger of their position, for they were travelling at a great rate. They appear to have first held a meeting and passed a resolution to have a drink. A search of the basket which their friend had left behind brought to light a flask of brandy. Thus refreshed, they began to take stock of the situation, and they found that the balloon showed a tendency to descend in a populous district. They had enough of the root of the matter in them to know that they must throw out ballast to counteract this tendency. They did so, and shot up higher than ever. Then they found leisure to admire the views while waiting for their opportunity, and at length found it by plumping down safe and sound into a wheat crop with the aid of cord and grapnel.

Sultry Britain.

Although the greater part of July and the whole of August have yet to come, says a mail paper, last year's heat record of 120 degrees in the sun, which occurred during August, has been nearly reached. The temperature in the City on 11th inst. at one o'clock was 128 in the sun and 85 in the shade—the highest figures of the present year. A number of people were overcome in the streets by the heat. An effect of the hot weather has been to bring a plague of mosquitoes not only into the East-end of London, but also to several of the suburban districts south of the river, notably Worcester Park, Cheam, Ewell, and villages adjacent to Finsbury. Several districts of England were taken into, visited by a sharp thunderstorm, which wrought havoc among property, and caused considerable loss of life. For a time the lightning seems to have been terrifying, and the thunder peals appallingly loud and prolonged. The storm appears to have been pretty general, but its effects were most noticeable in Westmorland, Lincolnshire, and Yorkshire. At Goole several persons were struck down by lightning, one man being killed while working in the new cut connecting the Sheffield and Goole Canals. Two houses were struck near Leeds, and one man almost lost his life. At Silkstone, near Barnsley, a haymaker was killed.

Taxed Bachelors.

“Great joy reigns among the fair sex in Hesse,” says the Berlin correspondent of the *Daily News*. The principle of the taxation of bachelors has at last found acceptance in the Diet of the Grand Duchy of Hesse, and unmarried men are to pay a surtax of 25 per cent. on their incomes over and above what the married men pay. We await the result of the experiment with some interest. The marriage rate in Hesse ought to go up by leaps and bounds, for in that frugal country a bachelor will be able to keep a wife on the old twenty-five per cent. easily; so that we shall see how far a man's marital tendencies have been checked by pecuniary considerations. If the estimate of the Hessian Diet is realised the Hessian bachelor will become as rare as the Hessian boot.

The Lee-Metford Bullet and the Dum-Dum.

A return is published showing the effects of Lee-Metford bullets in the recent fighting in India, and also the effects of the Dum-Dum bullet and the Martini-Henry bullet. Instances were given of the slight wounds caused by the Lee-Metford bullet. A native of the Swat Valley was struck by three Lee-Metford bullets in the thigh, buttocks, and arm. Two days afterwards the man walked to camp, had his wounds dressed, and walked away again. Another native struck by six bullets rapidly recovered. At Khar a native was struck by a Lee-Metford bullet in the head. The bullet passed through the head, penetrating the frontal lobe of the brain, but there were no bad symptoms. Reports on the effect of the Dum-Dum bullet used in the fighting show that when it strikes a hard bone a severe wound is caused, but that otherwise the wound is no worse than when a Martini-Henry bullet is used and less severe than a Lee-Metford bullet.

Paul Jones was a Scottish-American naval adventurer, who died in Paris in 1792. He entered the American navy, and captured the *Drake*, a British ship of war, in 1778. In the same year war began between France and England, and Jones was again on the side of our enemies. In a converted East Indian, renamed *Bonhomme Richard*, Jones cruised about the English coasts. The battle between our ship the *Serapis* (44 guns) and the *Bonhomme Richard* is one of the greatest in naval history. The *Serapis* surrendered, but the victor, Jones, whose real name, by the way, was John Paul, entered three services one after another. After serving the Americans and the French, he joined the Russian navy and rose to be rear-admiral.

The Lee-Metford Bullet and the Dum-Dum.

It is announced from Washington, says a Central News message, that the State Department recently instructed the United States Embassy in Paris to try to discover the burying-place of Paul Jones, in order that posthumous honour might be paid the patriot buccaneer by erecting a monument over his bones. The officials of the Embassy have now replied that all their efforts to find the remains have been fruitless, and they express the belief that they were relegated to the Potter's Field quite a century ago.

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The Shamrock's appearance in the Solent on 8th ulto. was an event of much interest. In appearance the *Shamrock* is something of the *Brilliant* and *Valkyrie* type. Yet she is a departure from both, and appears to have been built on the lines of the German Emperor's *Kronprinz*. She is a stiff boat, and stands well up to her work. She has a long overhanging counter. She takes the water with the merest ripple, and comes away as clear as possible under her stern. She picked up a crew down the West Channel, and sheeted her main to starboard for the free run back. With everything hauled over to starboard, and the wind taking her on the opposite quarter, she showed but the slightest starboard list. Her steel masts and boom are grained to give them the appearance of wood. She carried, in addition to the mainmast, a jib and jib topsail and was well set when she entered the Solent and took to the boom ends. The run was not, of course, a test of her racing qualities, as the wind in no way favoured such an experiment.

The Bally Meeting.

The forty-fifth meeting of the National Rifle Association, and the tenth on the present ground at Bally, opened on 10th ulto, under exceedingly pleasant conditions. The entries received for the Queen's and St. Georges competition, the chief purely volunteer events, are more numerous than for some years past. Specially encouraging, also, are the nominations to hand on behalf of the young marksmen who will compete for the new series of valuable prizes for targets instituted by Captain Harrow. These competitions were not to take place for a week.

The proceedings commenced with shooting by teams of Regular Infantry in the Evelyn Wood Challenge Cup Competition, and by teams of Regular, Naval and Military of the Methuen Cup. The latter contest being under the auspices of the Army Rifle Association. The chief interest was centred in the former event, in which nine teams, selected after a preliminary competition at Aldershot, took part. Of these, five belonged to the 2nd Battalion of the Northumbrian Regiment, three to the Royal West Surrey, and one to the West Yorkshires.

The Challenge Cup was won by R. Company of the Northumbrian Regiment. The Methuen Cup was won by the team representative of the Hythe School of Musketry. On 11th inst. the Humphry competition was won by the Oxford team, which beat Cambridge by 738 points to 716; the Waldegrave by Major the Hon. T. F. Fremantle; and that between teams of Volunteer and Regulars by the Regulars. A somewhat serious discovery was made during the opening competitions. The ammunition (No. IV) which had shot fairly well in the morning was found defective as the heat increased during the day. At a meeting held by the National Rifle Association, it was decided to withdraw the new missile and to revert to the old type. On 12th ulto. the Bass Competition was won by Dr. J. C. Sellars, of Dundalk, whose aggregate was tied with Mr. T. Caldwell, Rifle Association. The Albert Prize fell to Sergeant J. E. Martin, of the Highland Light Infantry.

The Challange Cup was won by R. Company of the Northumbrian Regiment. The Methuen Cup was won by the team representative of the Hythe School of Musketry. On 11th inst. the Humphry competition was won by the Oxford team, which beat Cambridge by 738 points to 716; the Waldegrave by Major the Hon. T. F. Fremantle; and that between teams of Volunteer and Regulars by the Regulars. A somewhat serious discovery was made during the opening competitions. The ammunition (No. IV) which had shot fairly well in the morning was found defective as the heat increased during the day. At a meeting held by the National Rifle Association, it was decided to withdraw the new missile and to revert to the old type. On 12th ulto. the Bass Competition was won by Dr. J. C. Sellars, of Dundalk, whose aggregate was tied with Mr. T. Caldwell, Rifle Association. The Albert Prize fell to Sergeant J. E. Martin, of the Highland Light Infantry.

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The Share Market.

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(August 14th.)

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The Bank of China & Japan, Ltd.—(Preference) nominal.  
The Bank of China & Japan, Ltd.—(Ordinary) 1 buyers.  
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National Bank of China, Ltd.—\$248 buyers  
Do. Do. \$248 buyers

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China Mutual S. N. Co., Ltd.—(Ordinary) 1.5 buyers.

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Great Eastern and Caledonian Gold Mining Co., Ltd.—\$3.30.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$90 buyers.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$93.

Wanchai Warehouse and Storage Co., Ltd.—\$44.

New Amoy Dock Co., Ltd.—\$16.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$10.

Hongkong Land Investment and Agency Co., Ltd.—\$10.

Kowloon Land and Building Co., Ltd.—\$30.

West Point Building Co., Ltd.—\$37.

Hongkong Hotel Co., Ltd.—\$17.

Humphreys' Estate and Finance Co., Ltd.—\$11.25.

Miscellaneous.

Green Island Cement Co., Ltd.—\$30.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$15.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$185.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong Ice Co., Ltd.—\$10.

Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$1.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$12.

Bell's Asbestos Eastern Agency, Limited—1 buyers.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75 sellers.

Ewo Cotton Spinning & Co. Ltd.—Tls. 6.

International Cotton Mfg. Co., Ltd.—Tls. 72.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 35.

Yahloong Cotton Spinning Co., Ltd.—\$4 per share.

Tebau Planting Co., Ltd.—\$5 per share.

Tebau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & PORTS (Share Brokers)

Telegraph Address—“Rialto.”

EXCHANGE.

Hongkong, 14th August.

ON LONDON, Telegraphic Transfer ..... 1/14

Bank Bills, on demand 1/11 1/16

Credits, 4 months' sight ..... 1/14

D'ments, 4 months' sight ..... 1/14

ON BERLIN, (demand) ..... 1/12

ON PARIS, Bank Bills, on demand ..... 2/8

Credits, 4 months' sight ..... 2/5

ON NEW YORK, Bank Bills, on demand ..... 2/14

Credits, 30 days' sight ..... 2/14

ON BOMBAY, Telegraphic Transfer ..... 1/17

On demand ..... 1/17

ON SHANGHAI, Telegraphic Transfer ..... 7/1

Private, 30 days' sight ..... 7/1

ON YOKOHAMA, T.T. ..... 4 per cent. prem.

Sovereigns, Bank's Buying Rate ..... 1/10

Gold Leaf 100 touch, per tael ..... 12.75

Bar Silver ..... 1/10

2 Dollars ..... 1/10 per cent. prem.

VISITORS AT THE HONGKONG HOTEL

VISITORS AT THE WINDSOR HOTEL

Mr. C. Bettle ..... Mr. Farrel

Mr. W. Bray ..... Mr. Jean Hess

Mr. Ch. A. Chennell ..... Mr. Pierre Jacquier

Mr. Ch. Dahl ..... Mr. C. Jeau

Mr. A. P. Dowd ..... Mr. Wm. Morely

Mr. Chesney Duncan ..... Mr. H. Rees

Mr. and Mrs. Everbury

Mr. and Mrs. F. G. F. G. Holliday

Mr. H. F. R. Brayne ..... Mr. W. E. Home

Mr. P. Bure ..... Mr. F. Hubbs

Mr. and Mrs. F. G. M. H. U. Jeffries

Capt. Van Corbach ..... Mr. W. King

Mr. and Mrs. E. C. Dalton ..... Mr. J. L. Lee

Mr. G. H. Dana ..... Mr. C. W. Longuet

Mr. and Mrs. W. H. T. Davis and child ..... Mr. R. Mitchell

Mr. A. L. Denison ..... Hon. H. E. Pollock

Mr. P. Dowd ..... Capt. H. V. Prynne

Mr. A. Reed ..... Mr. F. Ryan

Mr. R. M. Eichel ..... Mr. A. Sinclair

Col. A. E. Gorres ..... Mr. A. G. Stokes

Lieut. R. P. Hobson ..... Mr. G. H. Wheeler

U.S.N. ..... Capt. J. Young